

ADVANCE DAYTON RACE ISSUE

# AVIATION

*The Oldest American Aeronautical Magazine*

SEPTEMBER 29, 1924

Issued Weekly

PRICE 10 CENTS



Speed—Racing airplane about to round a pylon

VOLUME  
XVII

## SPECIAL FEATURES

NUMBER

13

175 PLANES ENTERED IN DAYTON RACES  
COMPLETE LIST OF ENTRIES AND THEIR PILOTS  
ILLUSTRATIONS OF THE NEWEST RACING AIRPLANES  
PREPARATIONS FOR THE JACQUES SCHNEIDER CUP RACE

GARDNER PUBLISHING CO., INC.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK



VOUGHT UO-1 SPOTTER (FROM CHANCE VOUCHT CO.)

The new VOUGHT UO-1 Spotting Seaplanes are the exclusive Aircraft Equipment of the Battleships and new Scout Cruisers of the U. S. Navy's Battle Fleets

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Borden and Review Avenues  
Long Island City, New York

SEPTEMBER 29, 1924

# AVIATION

VOL. XVII. NO. 13

Published every Monday

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## Grand Prix for Transport Airplanes

### 1st FARMAN

For the third successive year, Farman has won the Grand Prix held in France on August 16th, completing the cross-country course of 1925 miles with full load at an average speed of 112 miles per hour.

The 4 motored Farman Monoplane, piloted by Coupet and Bonoutrot, was capable of flying the course with any one of the four motors entirely cut out. Farman performances within the short space of thirty days include:

July 17th—World's Duration Record 37 hrs. 59 min. 10 sec.

August 10th—Winner Grand Prix for Light Airplanes.

August 16th—Winner Grand Prix for Transport Airplanes.

Farman Sport Planes are capable of the same high performance as other Farman models.

Wallace Kellett Co., Inc.

Atlantic Building

Philadelphia

# Curtiss

## Speed with Safety



### LIEUT. MAUGHAN SUCCEEDED WITH THIS COMBINATION

When the Army Air Service decided to demonstrate to the world the mobility of American aircraft, they chose a Curtiss product.

Lieutenant Maughan's recent flight from New York to San Francisco between the hours of dawn and dusk was accomplished in a Curtiss designed and built Patrol plane supplied with a Curtiss D-12 motor and a Curtiss-Road one-piece dashless propeller.

This threefold combination is indeed hard to beat, as each one presently leads its field. The plans of Curtiss design include all the essentials necessary for high speed racing and high performance military service, among which are:

Extreme maneuverability with comfort and visibility in the pilot at all times.

Machete radiator wings, with covering of opaque plastic instead of fabric-shaped panels—no drag covering in time of flight.

Steel tubular fuselage with a readily detachable engine mounting.

Split axle type of landing skids, in which skids are

shockproof by skids alone using no compressors. The design, although but a few months old, has already been adopted in its standard type.

Quickly detachable wing to reduce resistance eliminating excessive turbulence required for landing.

Oil impervious radiators, which permit continuous starting, even in the coldest weather, and thus insure the proper temperature of the oil while in flight.

The Curtiss D-12 motor, in addition to holding all the speed records of the world, now has to its credit Lieutenant Maughan's achievement. On account of the small frontal area of the D-12 in the first time the size of the pilot rather than the engine controls the size of the landing.

The Curtiss-Road one-piece dashless propeller, the safest and most efficient propeller ever tested, is unaffected by hail or rain, tall grass, small patches, age or climatic conditions. It has been done in part in winning three high speed and endurance tests.

The Curtiss Patrol as a fighting unit has no competitor in the world. It has set new standards for plane, motor, and propeller.

On September 3rd Lieutenant R. C. Moffatt flew from Boston to New York in 55 minutes!

### CURTISS AEROPLANE & MOTOR COMPANY, Inc.

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BUFFALO, N. Y.



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NO. 17

# AVIATION

SEPTEMBER 29, 1924

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No. 13

### The President's Fine Attitude

WHETHER or not the result of Secretary Wilson was the result of the remarkable frankness of his speech, the President's attitude toward our aerial arm has been very clear in giving a reason for the Secretary's sudden departure from California. When a Secretary of the Navy in the midst of a political campaign tells one state that the Navy spent \$105,000,000 within its budget last year, it is not to please the voters of other states. The statement, in making no mention of a hot temper on a piece of cold steel, does not sound in tune with an Administration that outspoke in favor of a new disarmament conference.

Secretary Sperry from the significance then sudden interest in the Navy Budget may have, the underlying sentiment expressed by "one class in the President" is a burning point in our aeronautical progress. Navy officers of all countries must be told that the battleship is doomed. On the other side aviation enthusiasts desire the same rule that aircraft has been assigned in future wars by naval officers. A middle course might be followed without compromising principles in both sides.

What, it may be asked, talk of scrapping battleships when there is so little aerial defense, or when such as there is, is being prepared for the defense of fleets and not for attacking ones? Until there is a much greater development of offensive air power, any talk of abolishing the battleship is to bring a thing of the past in recognition. The one great accomplishment has been the opening of the minds of naval officers to the importance of aircraft as part of naval operations in the future.

The complete statement emanating from the White House regarding the transportation of troops in future wars is a most drastic. If it is realized that it will be impossible to move expeditionary forces by sea, then the role of the Navy in overseas operations is reduced to nothing. Consequently the absence of a nation for its overseas attack will be on the Navy. On the other hand, if it is found that owing to submarine and aircraft defense and mobility that a ship prepared for, without naval attack, the use of a navy then becomes mainly for action on the high seas. It is here that present navy doctrine is sound. Trans-oceanic trips by aircraft still require unsolved problems. Until it is demonstrated that airplanes can cross wide stretches of sea without the aid of motherships, it is premature to talk of naval disarmament and the scrapping of battleships except as a means of saving money.

Until there is some national air policy, there will be little and no progress. Civilian advice is needed. Officers of both services are now too much under the control of ground and so determined to give unopposed opinions.

When the President was misled with taking the leadership in the matter. Aviation met the following selection which is shown in its natural state at this time.

"Your leadership in the inquiry and investigation of the part aircraft will take in the country's defense is the first essential toward creating a national air policy. We urge that in selecting expert advisers that you call for opinions from well informed civilians outside the government service who can give advice not based on a material presentworthiness interest in making arms of defense but from a purely humanitarian point of view. We hope your inquiry will show the total amount of money being spent for aeronautics by the government and the results in actual reasonable aircraft secured from this expenditure. This information has not been available hitherto. Increased appropriations without a national air policy will be as futile as in the past. Greater results can be obtained from expenditures for airplanes under a well considered plan than from large appropriations for building and modernizing battleships and naval defense fortifications. Duplication should be eliminated, reinforced efforts and resources avoided and authority created for real leadership not subordinated to the older arms. The only real solution the government in spending each year on aeronautical work has not produced enough aircraft. A national air policy, a definite and more business like plan for the expenditure of funds and a leader in the government is imperative at this time."

### Air Mail Extension Southward

THE news that the establishment of an air mail service between the United States and Central America is being rapidly pushed into the competent authorities in Washington comes as an extremely gratifying surprise. In view of the fact that for several years past we have urged in these columns extension of the Air Mail Service to our outlying possessions and neighboring countries.

The establishment of special communications between the country and the Panama Canal Zone, Porto Rico and Alaska should constitute the first phase of our civil air expansion, the logical conclusion of which as far as the Western Hemisphere is concerned would be an air mail service to South America.

The contemplated service to the Panama Canal zone, according to newspaper dispatches, is operated with airplanes from New Orleans or another Gulf Coast port. Whether such an overland route is the best possible scheme is open to discussion in view of the stormy waters of the Gulf. It would seem to us that a seaplane service which started from New York and led to the Canal by way of Cuba and Yucatan would not only avoid unreasonably long and hazardous over-sea flights but also be much shorter than the route down the coast of Mexico. The importance also of having rapid communications with Mexico City is evident, but this, it seems to us, could more rapidly and profitably be effected by an overland service starting from El Paso, Tex.



# Dayton Air Races Have 175 Entries

By B. RUSSELL SHAW

Executive Vice-Chairman, Coast Conference N.A.A.

The International Air Races which will be held at Wilbur Wright Field, Dayton, Ohio, Oct. 2-3-4, next, have received a total of 175 entries, of which 152 are airplanes and twenty-three are balloons. This is by far the greatest number of entries that any of the annual air races has received so far, and augurs well for the success of the meet. The very large number of aviation interests in the events open to them disclose the deep interest which American civil aviation is taking in the meet.

Below is given a brief summary of the events of the Dayton air races. A complete explanation of the rules governing the events sponsored in the Sept. 15 issue of AVIATION.

## Event 1—On to Dayton Race

### DAYTON CHAPTER, N.A.A. TROPHY

Sept. 20 to Oct. 1—"On to Dayton" race, for airplane only. Competing planes must be flown from a point 200 mi. or more (air line) from Wilbur Wright Field, Dayton, Ohio. Pilots may start any date after Sept. 20 and the landings must be made within 90 days after starting. Prizes: (1) Points will be awarded on averaged speed based on total elapsed time, distance covered and passengers carried.

#### PRIZES

First prize	\$1,500 in Liberty bonds	Second prize	\$1,000 in Liberty bonds
Third prize	\$500 in Liberty bonds	Fourth prize	\$300 in Liberty bonds
Fifth prize	\$200 in Liberty bonds	Sixth prize	\$150 in Liberty bonds
Seventh prize	\$100 in Liberty bonds	Eighth prize	\$50 in Liberty bonds
Ninth prize	\$25 in Liberty bonds	Tenth prize	\$10 in Liberty bonds

## Event 2—"Jennie" Race

### NATIONAL CASH REGISTERS TROPHY

Thursday, Oct. 2, 10:30 a. m.—Free-fall race for two-engine airplanes. (Continued only.) Competing planes must take a pattern displacement of 500 lb. or less and carry a total load of 340 lb. This race will be an hour around a closed course of 15 mi. Distance, 60 mi.

#### PRIZES

First prize	\$1,000 in Liberty bonds	Second prize	\$500 in Liberty bonds
Third prize	\$300 in Liberty bonds	Fourth prize	\$150 in Liberty bonds
Fifth prize	\$100 in Liberty bonds	Sixth prize	\$50 in Liberty bonds
Seventh prize	\$25 in Liberty bonds	Eighth prize	\$10 in Liberty bonds

## Event 3—Race for Two, Three and Four Seaters

### CENTRAL LABOR UNION OF DAYTON TROPHY

Thursday, Oct. 2, 1:25 p. m.—Free-fall race for two, three or four-place airplanes. (Continued only.) Race will be eight hours around closed course of 15 mi. for airplanes with engine having total piston displacement of 800 cu. in. or less. Distance, 120 mi.

#### PRIZES

First prize	\$2,500 in Liberty bonds	Second prize	\$1,500 in Liberty bonds
Third prize	\$1,000 in Liberty bonds	Fourth prize	\$500 in Liberty bonds
Fifth prize	\$300 in Liberty bonds	Sixth prize	\$150 in Liberty bonds
Seventh prize	\$100 in Liberty bonds	Eighth prize	\$50 in Liberty bonds
Ninth prize	\$25 in Liberty bonds	Tenth prize	\$10 in Liberty bonds

## Event 4—Observation Plane Race

### LIBERTY ENGINE BUILDERS' TROPHY

Thursday, Oct. 2, 5:30 p. m.—Race for Observation type

(two-place) airplanes. (Continued only). Twelve to run around a closed course of 15 mi. The competing planes must have an air speed greater than 80 mi./hr. and a total wing area greater than 300 sq. ft. Cockpits must be left open. Distance, 150 mi.

#### PRIZES

First prize	\$2,000 in Liberty bonds	Second prize	\$1,000 in Liberty bonds
Third prize	\$500 in Liberty bonds	Fourth prize	\$300 in Liberty bonds
Fifth prize	\$150 in Liberty bonds	Sixth prize	\$100 in Liberty bonds
Seventh prize	\$50 in Liberty bonds	Eighth prize	\$25 in Liberty bonds
Ninth prize	\$10 in Liberty bonds	Tenth prize	\$5 in Liberty bonds

## Event 5—Model Airplane Contest

### WELLSVILLE TROPHY

Friday, Oct. 3, 9:30 a. m.—Duration race for model airplane for members of the Junior Flying League N.A.A. Models will be hand launched and have a wing spread not to exceed 48 in.

#### PRIZES

First prize	\$200 in Cash	Second prize	\$100 in Cash
Third prize	\$50 in Cash	Fourth prize	\$25 in Cash
Fifth prize	\$10 in Cash	Sixth prize	\$5 in Cash
Seventh prize	\$2 in Cash	Eighth prize	\$1 in Cash

## Event 6—Light Commercial Plane Race

### ASTORIA TOWN AND COUNTRY CLUB TROPHY

Friday, Oct. 3, 10:45 a. m.—Light commercial speed and efficiency race. (Continued only.) Eight hours around a closed course of 15 mi. Distance, 120 mi.

#### PRIZES

First prize	\$1,000 in Liberty bonds	Second prize	\$500 in Liberty bonds
Third prize	\$300 in Liberty bonds	Fourth prize	\$150 in Liberty bonds
Fifth prize	\$100 in Liberty bonds	Sixth prize	\$50 in Liberty bonds
Seventh prize	\$25 in Liberty bonds	Eighth prize	\$10 in Liberty bonds
Ninth prize	\$5 in Liberty bonds	Tenth prize	\$2 in Liberty bonds

## Event 7—Large Capacity Plane Race

### DAYTON CHAMBER OF COMMERCE TROPHY

Friday, Oct. 2, 12:30 p. m.—Race for large capacity airplanes, civil and military. Ships with air speed greater than 85 mi./hr., a maximum wing area of 500 sq. ft. and capable of carrying a pay load of 2,000 lb. or more. To have around closed course of 15 mi. Distance, 150 mi.

#### PRIZES

First prize	\$4,000 in Liberty bonds	Second prize	\$2,000 in Liberty bonds
Third prize	\$1,000 in Liberty bonds	Fourth prize	\$500 in Liberty bonds
Fifth prize	\$300 in Liberty bonds	Sixth prize	\$150 in Liberty bonds
Seventh prize	\$100 in Liberty bonds	Eighth prize	\$50 in Liberty bonds
Ninth prize	\$25 in Liberty bonds	Tenth prize	\$10 in Liberty bonds

## Event 8—Light Plane Speed Race

### DAYTON DAILY NEWS TROPHY

Friday, Oct. 3, 2:45 p. m.—Race for light planes having a maximum engine displacement of 50 cu. in. Race will be 10 times around closed course of 5 mi. Distance, 50 mi.

#### PRIZES

First prize	\$2,250 in Liberty bonds	Second prize	\$1,250 in Liberty bonds
Third prize	\$750 in Liberty bonds	Fourth prize	\$450 in Liberty bonds
Fifth prize	\$250 in Liberty bonds	Sixth prize	\$150 in Liberty bonds
Seventh prize	\$100 in Liberty bonds	Eighth prize	\$50 in Liberty bonds
Ninth prize	\$25 in Liberty bonds	Tenth prize	\$10 in Liberty bonds



The trophies to be awarded the winners of the different events at the Dayton air races: (1) Aviation Town and Country Club of Dayton trophy, (2) Dayton Chapter National Aeronautic Association trophy for On-to-Dayton race, (3) National Cash Registers Company trophy, (4) Central Labor Union of Dayton trophy, (5) Dayton Chamber of Commerce trophy, (6) R. H. Mitchell trophy for model plane contest, (7) Dayton Daily News trophy, (8) Politzer high speed race trophy, (9) John L. Mitchell trophy, (10) Dayton Bicycle Club trophy, (11) Engineers' Club of Dayton trophy, (12) Liberty Engine Builders' trophy.

## Event 9—Air Mail Trophy Race

### DETROIT NEWS AIR MAIL TROPHY

Saturday, Oct. 4, 8:30 a. m.—Race for Air Mail planes, with U. S. Air Mail pilots. Ships with air speed greater than 80 mi./hr. and capable of carrying a pay load of 500 lb. or more. Six hours around a closed course of 31.97 mi. (80 km.) Distance, 300 km.

#### PRIZES

First prize	\$2,000 in Liberty bonds	Second prize	\$1,000 in Liberty bonds
Third prize	\$500 in Liberty bonds	Fourth prize	\$300 in Liberty bonds
Fifth prize	\$150 in Liberty bonds	Sixth prize	\$100 in Liberty bonds
Seventh prize	\$50 in Liberty bonds	Eighth prize	\$25 in Liberty bonds
Ninth prize	\$10 in Liberty bonds	Tenth prize	\$5 in Liberty bonds

but this event has definitely been called off camp to the Air Mail Service not entering it.

## Event 10—Light Plane Speed and Efficiency Race

Saturday, Oct. 4—Speed and efficiency race for light planes of 40 cu. in. maximum engine displacement. Planes must carry total load of 100 lb. Ten times around closed course of 5 mi. Distance, 50 mi. (Continued only)

#### PRIZES

First prize	\$2,000 in Liberty bonds	Second prize	\$1,000 in Liberty bonds
Third prize	\$500 in Liberty bonds	Fourth prize	\$300 in Liberty bonds
Fifth prize	\$150 in Liberty bonds	Sixth prize	\$100 in Liberty bonds
Seventh prize	\$50 in Liberty bonds	Eighth prize	\$25 in Liberty bonds
Ninth prize	\$10 in Liberty bonds	Tenth prize	\$5 in Liberty bonds

## Engineering Contest

### ENGINEERS' CLUB OF DAYTON TROPHY

\$1,250 in Liberty Bonds

First prize	\$800 in Liberty bonds
Second prize	\$500 in Liberty bonds
Third prize	\$300 in Liberty bonds
Fourth prize	\$150 in Liberty bonds

## Event 11—Pursuit Plane Race

### JOHN L. MITCHELL TROPHY

Saturday, Oct. 4, 2 p. m.—Race for pursuit type planes of the First Pursuit Group, Army Air Service. Four times around closed course of 31.97 mi. (80 km.) Distance, 200 km.

#### PRIZES

First prize	\$1,000 in Liberty bonds	Second prize	\$500 in Liberty bonds
Third prize	\$300 in Liberty bonds	Fourth prize	\$150 in Liberty bonds

## Event 12—Poltzer Trophy Race

Saturday, Oct. 4, 2:15 p. m.—High speed planes for Politzer trophy. Civilian and military. Competing planes to have air speed greater than 175 mi./hr., or loaded for start of race, and nothing speed not to exceed 75 mi./hr. Four times around closed course of 31.97 mi. (80 km.) Distance, 200 km.

#### PRIZES

First prize	\$5,000 in Liberty bonds
Second prize	\$2,500 in Liberty bonds
Third prize	\$1,500 in Liberty bonds
Fourth prize	\$1,000 in Liberty bonds

Following is the list of entries in the Dayton air races.











The new Curtiss Fawn Speed plane (60-70 hp. Anzani) which is entered in the National Cash Register Trophy race for two-seater low altiplane ships.

### New Formula for Airplane Struts

After the strength of airplane struts which may be determined when the actual strength is set to be given by the formula, the Bureau of Standards finds. A modified formula has been devised which is in closer accord with actual conditions as determined by experiment, and the values given by it are found to be in close agreement with those given by the old.

In this connection, the Bureau conducted a series of tests on struts of steel tubing carrying end loads as columns and bending loads at the same time, a condition which is frequently encountered in airplane design. The proportions of the loads ranged all the way from a column without bending load to a beam without end load, and the strength as measured in the tests was compared with that given by the formulas.

Factors to take account of possible eccentricity of the load was largely responsible for the trouble with the formulas. A method was devised for measuring this factor, and the modified formula takes it into account. Such eccentricity may be caused by uneven and uneven or by lack of straightness of the strut. It results in putting an undue proportion of the load on one side of the tube, and is found to be a very important factor in determining the strength of a strut.

The results of these tests, together with a consideration of various formulas for use in designing columns and struts are given in Technical Paper No. 256 of the Bureau of Standards. Copies may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C. The price is 10 cents, cash.

### New Aircraft Engine

An interesting valvless engine for aircraft use was recently tested with success in France. The motor, called the Ward-Morris, has twelve cylinders of 320 mm bore and 180 mm stroke, with a compression of 5.5. At 1000 rpm, the motor is rated to develop 400 hp. The cylinders are set at an included angle of 60 deg. Ignition is by means of magnets, and four brush carbon-arms are used.

The valve gear is particularly remarkable on account of the double crank, mounted at the bottom of the cylinders, by which it is actuated.

### For Despatching Ocean Mails

The accompanying illustration shows how the Gibbons launching and landing device could be installed on large ocean liners for the dispatch and reception of oceanic papers and important mail matter. This application should be of considerable interest to the Post Office Department, and to steamship companies.

The dotted lines in the drawing show the platform, in position to receive an oceanic plane weighing about 18,000 lb., and landing at a speed of 50 mi/hr. The Gibbons launch and landing device was described in the March 24, 1928, issue of Aviation.



An application of the Gibbons launch and landing device to the Conestoga liner. Manufactured, as depicted, by a competent naval architect.

## Preparation for the Jacques Schneider Cup Race

American Navy Team Tuning Up Planes—British Race Entry Reported Sunk in Trials

Preparations for the Schneider Cup Race are going forward with all possible expedition. The two Navy Curtiss and one racer that were entered in the 1925 contest have been light tested in preparation for the race on the 24th and 25th of next month by Lieut. E. A. O'Brien and G. T. Cuddihy, U. S. N., members of the Schneider Cup Navy team. The plane that won the Cup last year made a speed of 197 mi/hr. piloted by Lieutenant Cuddihy, and the plane that came in second last year made a speed of 180 mi/hr. piloted by Lieut.

by Lieutenant Bittencourt and Irvine sped across the first in first and second place respectively.

In spite of the confidence that their victory will be repeated the Navy pilots concede that all the skill and measure of which they are capable will be called upon to gain the honors, for England and Italy are determined to regain the trophy this year and carry it back to Europe. The conditions of the Schneider Cup provide that the winner of the trophy three times in a period of five years shall retain permanent possession.



Left, the Navy-Curtiss racer on which Lieut. G. Cuddihy on Sept. 4 made an unofficial speed record at 197.6 mi/hr. at Philadelphia. Right hand picture shows Lieut. G. T. W. Wrend on Sept. 3 made 190 mi/hr. with this ship.



R. J. O'Brien. Both tests were held on the Delaware River near Philadelphia during the first week of this month.

In addition to these planes, the TB3 that was an alternate entry in 1925 has been reconditioned, with wing reduction installed and has been used by the members of the team for practice flights. This plane will not be entered in the contest. The selected men who will serve as mechanics for the entries have been selected and have been assembled at the Naval Air Station at Annapolis, D. C. for duty in connection with the race.

### 1923 Pulitzer Racers on Floats

The Curtiss biplane racer, type 220, with which Lieut. A. J. Williams broke the world's speed record last November and won the Pulitzer Trophy last October is being converted into a monoplane and will be sent down by Lieut. David Bittencourt, last year's winner, within the next few weeks. Lieutenant Bittencourt has been selected to pilot this plane in the contest, if the trial flights are successful.

The Navy Wright plane, which as a biplane racer is dead in the Pulitzer Race last October is also being converted into a monoplane for the Schneider Cup Race, and will be test flown by Lieut. A. W. Barker, who is also a Schneider Cup pilot and will pilot this plane in the race after the successful completion of the trials by a monoplane.

Lieut. F. W. Wrend of the Bureau of Aeronautics is in charge of the team, which position he also held in 1925. A Schneider Cup Race Committee has been formed in the Bureau of Aeronautics to take care of the details of the race and insure proper backing by other Navy organizations and vessels, and to look after the visiting pilots and crews.

The Schneider Cup for which Great Britain and Italy will contend this year, represents the greatest prize in the annals of the history of the Navy. It was won from England last year in a contest held at Cowes, England, when all records for seaplane speed were shattered and the Navy sailors piloted

son of the cup, and Italy is within one victory of this goal. An Italian victory this year will give permanent possession to that country, and reports already indicate that speed will over 200 mi/hr. will be required to win. In last 229 mi/hr. has already been hung up in a speed mark by one of the Italian planes which will compete.

### The British Contenders

Information has just been received by the S. A. A. from the Royal Aero Club that one of their entries in the Jacques Schneider Cup Race will be a monoplane constructed by the Glomacintosh Aircraft Co. of Chichester with a 450 hp. Napier Lion engine. The machine is to be known as the "Silver II Napier."

The Royal Aero Club has appointed Lord Edward Grosvenor to represent the Club at the race and he will be in charge of the machine and personnel. The Glomacintosh Aircraft Co. will send one of its directors, either D. Langdon or A. W. Martin. Lieut. P. Palmer, the designer, and H. T. Vane, managing director of the Napier engine company, will also be in the party. In addition to this personnel there will be two pilots and five mechanics, whose names are not yet available.

The present arrangements are that the machine and personnel will sail from London on Oct. 4 on the S. S. Minerva, arriving in New York on Oct. 12.

Information regarding the English entries is more meager but it may be taken for granted that they will not enter a machine that is known in advance to be a world's speed record breaking event without a fair chance at the prize. As a matter of fact the English entries regarding their entries indicate that

"... last winter message from Princeton, England dated Sept. 10, states that the machine which was to have been entered by Great Britain in the Schneider Cup Race last year after a new build, the first which entered the Schneider Cup Race, was to be built by the same firm as the previous one (the Great Britain) and complete with it (it is to be designed) by the same firm."





### Cleveland News

By Cy Caldwell

Under auspices of the Aviation and Athletic Club of Cleveland, the Knickerbocker Flying Circus of Fort Worth, Tex., played here Aug. 30 to Sept. 1. Some 200,000 people dominated the circus and enjoyed it, and it had been possible to collect an average gross from each day of the show. Knickerbocker might be in a day with about Bingling Brothers and Burman and his wife's attractions to his own. But human nature, weak and strong as it is, is not entirely indifferent to reality. It figures out that what could be seen from Glenn L. Martin Field at a cost of 25 cents per eye (one-eyed man double price) could also be seen from surrounding suburbs and hence the whole 100,000 people parked on the 84th 100,000 others should just outside. And there'd have been 100,000 outside if it hadn't been given a pass. As it was I sat out the drink stands where the boys kept at the border and saw the last splash of dropped red-eyes come. Occasionally one dropped on us, as when with the pen and all I put in a good day.

The flying by Herb Hancock, Les Maasland, Big Bobben, Russ Arnold and L. D. Shivers was very good, and they provided two hours of continuous entertainment that delighted the crowd. Of course, there were present the usual few blind pilots who refused to be thrilled by the ponderous series of jumps and Maasland's. But as one paid any attention to these fellows, and then they had to sit up when Frank Armstrong came out over a plane, stood on his head, did a "crab" and "fish" come over to landing area, and ended with a parachute drop. All in all, it was a good event. But I did not see the elephants, and I wonder now why P. T. Barnum put his circus in a tent.

J. P. Morris who has been flying this summer at Conness Lake, where he carried over 1,100 passengers, was a recent addition to the Glenn L. Martin Field. He was accompanied by Mrs. Morris and Frank J. Duggan, the local representative of Martins, Pa.

Mr. Pappas is a flying man of Morris, though only a man, is not a restaurant where he can sit out for all day long should leave it to go for a drink or over there I can discover if any one ever given me a restaurant I declare I'll never leave no, please bring me for a drink.

John Frost, Vice President of the Ford National Bank, San Antonio, Tex., accompanied by Frank Lewis, stayed a day at Martins, Pa., on a visit to the airport, as his son, Hild, a pilot, is in Martins, Pa., and he will be in Martins, Pa., during the great open space at Texas where one can see and see everything hard up.

### Passenger Reports

By Ralph W. Cox

Ten Maasland, who landed at Waller Field last week, has been looking after the Martin (left) after the night flight at night, but before a regular flight between Lake Erie and Elko for the winter, while the lights will be checked up by auto track.

Fred Waller has been furnished a Thomas-Morse by the Motor Circus Co. and will cover Indiana, Ohio, Kentucky and Michigan and parts of adjoining states by airplane, leaving the C. H. Cramer, the Motor Circus's specialty.

Ernest Vogel, a graduate student of the Wallace Flying School was married last week to Miss Martha Berg, and they left in Ernest's plane for their honeymoon.

T. Raymond Maloney of Des Moines and Miss Mildred Goodlander of Rock Island were principals in an airplane wedding here recently, the last being held at 2,000 ft. by Rev. R. E. Adelman of Day, Ill.

On Kennedy of Burlington landed at the Mississippi at Waller Field in his airplane, having made the 90 mi. trip up the river in 1.50.

Joe Thompson flew his Avian here from Dubuque, where he is just increasing interest in aviation.

Walter Boyle of Galesburg, Ill., bought a Curtiss Oriole of the Wallace Aero Co. this week, and flew it home.

Leon, Barbara Howard took off from Waller Field last week, with Capt. W. C. Cramer as a passenger, taking the latter to the C.M.T. camp at Fort Don, Mich., to visit the camp and interview General Dwyer, its commander. For the Detroit Bureau, on the admirable work being done at the C.M.T. camp in the Service Corps Area.

### Akron News

By Helen Mason

Leon, John A. Macready, of McCook Field, Dayton, Ohio, was the principal speaker at a dinner of the local chapter of the National Aeronautics Association held Sept. 4 in the Akron University Club. Lieutenant Macready told his audience of his experiences during the border patrol, something of the various jobs being conducted by the Air Service, and the story of his parachute rescue from an airplane over Dayton after the motor failed a few weeks ago.

Other speakers at the meeting were Maj. N. W. Paul, of the Air Service, who told of the "Fox and Hench" and a son told from Akron Sept. 1, P. W. Littlefield, president of the Akron chapter of the N.A.A. Walter Wassenaar, former pilot during the World War and now of the General Motors, presented after Hugh Allen, secretary of the Akron chapter, and W. C. Young, manager of aeronautics sales, The Goodrich Tire & Rubber Co.

Macready flew to Cleveland from Dayton on a period plane, leaving the Akron landing field in passing over the city. He was also a speaker at a National Defense meeting Sept. 12 in the city with Lt. Col. William Mason of Columbus.

Akron will be well represented at the International Race in Dayton, Oct. 23-31, for besides eleven delegates and observers to the national convention of the National Aeronautics Association, members of the Commercial Aircraft Association and others interested in aeronautics will attend the air meet. About five planes from Akron will be flown to the race.

Capt. B. L. Jancy, formerly of the Canadian Flying Corps, is the new owner of John A. Macready's airplane. The new flying plane will be the high-altitude plane built by V. C. Dabson in Akron. It is now the old flying field at Anna Dorn farm, Baraboo, Wis.

Larry Gumbert, one-time Army flyer, was captured by one of his friends last week on his return from his homecoming, and he was taken to a hospital where his wife and family lived through the streets of Akron while the doctor delayed through transport on a hospital car.

"I would rather live in a strong wind with a dead mouse than go through this," Larry said when the parade started.

Goodrich pilots and Goodrich balloons will participate in the Ohio National Balloon Race from Washington, C. H., Ohio, Sept. 28 to Oct. 1. The race will be a "Fox and Hench" off to similar to that held in Akron on Labor Day.

### Sail Won't Come

Newspaper dispatches from Paris under date of Sept. 22 state that Buck Lechner, the famous French pilot, has abandoned his plan of going to the United States to participate in the race over the Atlantic. The reason will be a "Fox and Hench" off to similar to that held in Akron on Labor Day.

Henry Gumbert at Dayton said that several trials of French motor planes flying over the city of Akron, Ohio, in the past few days had developed speeds of over 215 m.p.h. The present Waller speed record stands at 243.66 m.p.h.

### Zappella Export Arrives

William was Master of the Maybach Motor Works arrived last week from Hamburg, Germany, to complete preparation for the trans-Atlantic flight of the summer 2223.

The 2223, 12 and 12, is now approximately 100 p.p.h. of gasoline an hour and has attained a speed of 72 m.p.h.

### The Ryan Four Passenger Standard

To fit the needs of the commercial passenger carrying, the Ryan Flying Co. of New Haven, Conn., has designed and built a four-passenger plane which accommodates four passengers in the cabin, and the pilot in open cockpit in the rear. It is powered with a 150 or 180 hp. Hispano-Suiza motor. As well be seen from the accompanying illustration, the plane is clean cut in design, and offers a very well proportioned and attractive appearance. The cabin is finished in mahogany plywood, and upholstered in Spanish leather. The rear view and dome lights are standard equipment. The



The Ryan Standard commercial four-passenger plane (150 or 180 hp. Hispano engine)

top of the cabin is hinged and raises, and walk to provided side ladders, making it very easy for lady passengers to get in and out. The seating arrangement is such that all four passengers face forward. Four large windows are provided, one directly opposite each passenger making vision well as good as in open plane. The inside of the cabin has no more or less visible, being entirely lined with plywood, and having directly outside roof, aerial wires, etc., passing through doors.

The main gas tank is on top of the motor section, in the form of a high light wing section. It has 35 gal. capacity. The motor for passenger load and the standard is designed, so it is possible to use gasoline fuel containers. The plane is clean in design, so that the pilot has direct line ahead over top of cabin, giving excellent vision at all times.

The landing gear and wheels are of the DLE type. The plane is a rebodied Standard J1. Six planes of this type are under construction at this time. The design was worked out by W. H. Buehler, designer and mechanic, formerly of McCook Field.

The performance with full load of four passengers, pilot, 140 m.p.h. of gas and oil, making total weight of over 3,000 lb. is as follows: High speed, 20 m.p.h.; cruising speed, 18 m.p.h.; landing speed, 40 m.p.h.; climb to 3,000 ft., 15 m. landing, 14,000 ft.

### New Foreign Airway Services

It is reported that the Compagnie Latécoere of Toulouse, France, has obtained a concession for the operation of a regular mail and passenger line between the Canary Islands, under a contract with the Spanish Government, the service to begin on October 1, 1934.

It is believed that negotiations will be arranged between this company and the already existing Transavia-Canada line of the Canadian Pacific, to provide a passenger going from the Can. Islands to France, England, Belgium, or the Netherlands, the connection at Genoa with the airplane going

to Toulouse. With good connections, it will then be possible to go from Las Palmas to London in less than 48 hr.

A conference of German and Swedish aerial transportation companies with Dutch and Danish companies likewise interested in more extended air service between that city and Malmö, Sweden.

The idea of the new service is to improve the connections between Stockholm and London. According to the new plan, passengers can leave Stockholm by the night train at 8:25

p.m., arrive at Malmö at 7:30 p.m., leave by plane at 8 a.m. and arrive at Hamburg at 10:30 a.m. in ample time to connect with the 12:25 p.m. air express to Amsterdam. This express, in turn, arrives at Amsterdam at 4:15 p.m. and continues with the air express arriving in London at 7 p.m. Thus the journey from Stockholm to London can be completed, with three changes, within 24 hr.

On the return flight, the plane leaving Amsterdam at 3 a.m. arrives at Hamburg at 12:50 p.m. and connects with the air express that leaves Hamburg at 4 p.m. and arrives at Malmö at 6:30 p.m. From Malmö the night express train leaves at 11:12 p.m. and arrives in Stockholm at 5:10 a.m.

The machines to be used on the new service are all-attendant Junkers planes. The line will be operated jointly by the Deutsche Aero-Lloyd of Berlin and the Arrêtmentpost of Stockholm.

### Long Seaplane Flight

A Bermer Wal seaplane, built for the Spanish naval air service, recently made a 1650 mi. non-stop flight across the Mediterranean Sea. The plane flew 10 hr. from Mar del Plata, Italy, to Malaga, Spanish Morocco, with a crew of two men and a total weight of 2,000 lb.

The plane will be used in the Mediterranean against the Italian air force who lately have been making severe losses on the Straits.

The Wal is the type of seaplane equipped flying boat built by Laird A. Southall on his flight from Italy to Iceland.

### Free Airplane Rides to Soil Foods

Wallace Motors, Ford dealers of Maasland, L. I., are using the "Flying rig" to advertise and sell their cars, trucks and trailers. To every purchaser of one of the well known Ford products, Wallace Motors guarantees a free airplane ride. At present the free passenger flights are supplied by the Curtiss Expedition Co., headed by Capt. John J. Wallace Motors, however, expect soon to purchase two ships and give more complete service to the public for passenger carrying and general advertising of their business.

# UNITED STATES AIR FORCES

## U. S. ARMY AIR SERVICE

### Army Air Orders

**1st Lt. David Smith, A. S. O. Res. Corps, San Antonio, Tex., active duty, Branch Field, Sept. 23, for three months' instruction, A. S. O. Res. Corps, Sept. 23, at the expiration of which to return home and report to inactive status.**

**Capt. John Robert Lewis, A. S. O. Res. Corps, N. Y. City, to active duty, Branch Field, effective Sept. 23, for three months' course, A. S. O. Res. Corps, at the expiration of which to proceed home and report to inactive status.**

**1st Lt. Harry Gordon, A. S. O. Res. Corps, San Antonio, Tex., active duty, Branch Field, effective Sept. 10, for three months' instruction, Branch Field, at the expiration of which to proceed home and report to inactive status.**

**1st Lt. Harry Gordon, A. S. O. Res. Corps, San Antonio, Tex., active duty, Branch Field, effective Sept. 10, for three months' instruction, Branch Field, at the expiration of which to proceed home and report to inactive status.**

**Capt. Louis Walter Connelly, A. S. O. Res. Corps, Dayton, Ohio, active duty, Branch Field, effective Sept. 23, to return home and report to inactive status Sept. 23.**

**1st Lt. Harry Gordon, A. S. O. Res. Corps, San Antonio, Tex., active duty, Branch Field, effective Sept. 23, to return home and report to inactive status Sept. 23.**

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**Change, to McKee Field, according to inactive status Sept. 23, 1st Lt. Capt. George Ralph (Hendrix), San Antonio, Tex., active duty, Branch Field, effective Sept. 23, to return home and report to inactive status Sept. 23.**

**Capt. Theodore Nathan, A. S. O. Res. Corps, Dayton, Ohio, active duty, Branch Field, effective Sept. 23, to return home and report to inactive status Sept. 23.**

**Hawaiian Air Defense Highly Developed**

Armed attack and defense in highly organized Hawaiian Air Force has been developed to its highest degree in the Hawaiian Department by the 4th Observation Squadron, 34th A. S. O. Res. Corps, A. S. O. Res. Corps. Reports have declared that the Hawaiian Air Force of the Hawaiian Department Army aviation is the most (1) and most aggressive in any other branch, and the specific reconnaissance introduced by the air force here is becoming popular in other fields as well.

In preparing its squadron as a complete aerial fighting force, the Hawaiian Air Force has had special stress on formation training. In order to develop this type of flying a program of training of the pilots in the various elements of the flight was inaugurated. The individual team moved from formation to formation, and the ground crew and the specific reconnaissance introduced by the air force here is becoming popular in other fields as well.

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## U. S. NAVAL AVIATION

### ZEPHIRUS Ocean Crossing Delayed

The Zephirus sank Sept. 23, built for the United States Government, on Sept. 13 made her third trial flight, staying aloft 3 hr.

The highest altitude reached by the ship was 10,000 ft., over Lake Constance, where nearly half the flying time was spent maneuvering, such as the development of the passenger who had been flying over the Alps.

The transatlantic flight of the ZEPHIRUS has been postponed until late in September or early in October. This postponement was made after a fourth trial flight, made Sept. 13, when a serious defect was found in the engine.

The first engine will be dismantled. The motor trouble was caused by a defect in the thrust bearings of the crankshaft in the rear engine. Owing to this defect the crankshaft was suggested from so that there might possibly be trouble and longer the thrust bearings on all the motors. It is estimated that the work will require a week or longer.

The further progress includes a trial flight at sea in mid-September, "generally to collect necessary data," a short flight of 100 miles (about 100 miles) of 100 miles, and then a short flight to check up on the work, before the flight to Lohme.

Capt. Joseph Henry, U. S. N., in charge of the Naval Air Station at Lohme and former Fort Rensselaire, Sept. 16 for Lohme.

Construction was ordered from Washington to provide it with the Zephirus Works in Germany to join two other American officers already there, Capt. George Steel, naval officer assigned as observer at the construction of the ship, and Capt. J. H. Conner, U. S. N., naval officer.

The three officers are to return on the ZEPHIRUS when it is completed, when the ship is to be taken to America.

No details have been reached as to the use to which the ZEPHIRUS-built ship will be put after delivery at the Naval Air Station at Lohme, N. Y.

At the moment, it is understood, the Zephirus will be used for training naval personnel. In fact, this is about all the Navy has at the moment, since under the agreement by which the German ship was sent to the United States it cannot be used for military purposes.

It is quite probable that one or more experimental flights will be made in demonstrating the commercial utility of airships of this type.

The ZEPHIRUS will be turned over to the Air Ship Service for use as the transatlantic route. The ship is immediately to be transferred to the Navy, under the agreement by which the German ship was sent to the United States it cannot be used for military purposes.

There is a possibility that the ZEPHIRUS may later be sold to a commercial concern, with which it is of a definitely commercial type, with which it is of a definitely commercial type.

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Admiral Magruder presents a letter of gratitude for his rescue by an American ship.

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### Quantum Planes in Fall Maneuvers

The troops from Marine Barracks, Quantico, left this station for the annual fall maneuvers on Aug. 25. This year the destination of the forces in the battlefield of Annetown, Md. Formations of 101's and Voughts were flown over the troops each day of the month as they were making camp. The planes from Quantico regressed with the field troops during the march toward Annetown.

On Sept. 1 fifteen officers and 95 men from the Marine Flying Field at Quantico joined the Expeditionary Force at Annetown, Md. An official camp schedule by plane was established between Annetown, Quantico and Annapolis, D. C. Upon arrival of the aviation representatives at Annetown, radio communications were established between Annetown, Quantico, and Navy Headquarters at Navy-Maryland (Annapolis). A total of over 500 radio-calls were handled.

### Quantum Station Assists World Flies

The work of connecting the Army, Naval and World Flight planes from Langley to Annetown at Annapolis was handled by the personnel at the Naval Reserve Air Station at Quantico.

THIS WEEK. The work was done at the Boston Airport with a large and crew supplied by the Boston Navy Yard. One two of the three planes changed the total time to land out, reserve positions, secure landing gear and spot them on the runway. Thirty-five minutes an improvement of twenty-five minutes on the best record made during the World Flight.

### Shenandoah Undergoes Overhaul

The airship Shenandoah has been undergoing overhaul at the hangar at the Naval Air Station, Annapolis, since Sept. 3. Portions of the outer cover of the airship are being removed and renewed. Repairs on landing gear and the controls are being made and the interior is to be repainted. This work will take about one month, and it is anticipated that the Shenandoah will not be ready for flight until Oct. 3.

### Secretary of Navy Flies

In a response to an urgent summons from Pres. Hoover to return to Washington, D. C., without delay, the Secretary of the Navy Curtis D. Winter left the North 1. of Naval Air Station by airplane at 3:30 p. m. Sept. 15.

## Publisher's News Letter

The visit to this country of Charles G. Gey, editor of *The Aeroplane* in the quest of AVIATION and a contributor to its columns during the Dayton and Baltimore Races is most timely. There is no one who has been a longer observer of the role of aviation in peace and war than Mr. Gey. He has seen the Royal Air Force forge ahead into the ether of the "first five minutes" of Great Britain. Just at a time when the whole world problem is bound to be a topic of general discussion, his views, expressed as they always are, in most brilliant and forcible style will add much interest to the discussion. It will be a great pleasure as well as an opportunity to open the columns of AVIATION to his observations. We only hope that he will not feel that his status as a guest limits his free expression. It is difficult to imagine any one of any circumstances having this effect on Charles Gey's vocal opinions. So far as AVIATION is concerned it hopes and looks for insight from the shoulder biting—and welcome it.

The international situation in the United States seems to have reached such a low point that progress can only take an upward turn. The President's action in taking the leadership in formulating our national policy is most promising. Calvin Coolidge never was known to talk for the sake of something to say. "Trial balloons" are often released to indicate the direction of popular opinion. The editorial comment of the country's newspapers has reflected a very great trend toward greater reliance on aircraft than heretofore.

One of the most consistent proponents for an improvement in Arthur Brisbane of the Hearst publications. His representation is at its best when it is backing words; saying a more complete utilization of aircraft. Nearly every week some heartfelt editorial on the subject is sent all over the country. His last effort concludes with the suggestive reference, "These suggestions are submitted to the President who will decide what shall be done, and to the people of the country. They will pay the bills in money, which is not important, and in blood, which is important, if a fatal mistake be made in our plans of defense. What you read here is printed today in an unvarnished, stark paper, including the  *Herald of Washington, D. C.*, where those in office may see it. It will

be published later in several thousand weekly newspapers, read in millions of homes.

To have the President's interest and the whole-hearted support of the country's leading newspaper writer is indeed a good augury for the future of aviation.

The greatest obstacle in progress has been the lack of a leader in aviation thought. No one appears to have the vision to champion the airplane against the older arms. At last there is one man who seems to have any official position who has encouraged the development of us as policy. If the President would call on well-advanced civilians for their opinions, he would, at least, give us opportunity for those outside government circles to express their convictions.

International entries for the Schneider Cup seem to be having as difficult a time in preparing for the Baltimore contest as those for the Pulitzer races. It is a very general opinion that heretofore recalled international cups should be made for only when there is a challenge from a foreign country. Or it should not be called an international affair. The great cost of preparation for races and the amount of time taken away from regular service routes, and in making the same the wrong every attention that it has in the past. An AVIATION has often suggested racing by the Services would require its maximum return of the races were more positive connection between points using similar types of airplanes and their own service planes. Then the country would have the real speed of the aircraft that could be relied on for national defense. The races at Detroit and St. Louis were products of great engineering advance but they added the public into a belief that because we had spent we were ahead of the world.

It will be of the greatest interest to compare the entries submitted that assemble in "Bell's Half Aces" at Dayton this year with those that gathered at St. Louis. The designation of the civilian airplane enclosure is not a time of discussion but rather of reflection. The large number of entries in this class look fair to make it the center of interest at Dayton for those who want to see the new aircraft at the most advanced AVIATION will devote special attention to this action in its account of the races.



## Where to Fly

<p><b>CALIFORNIA</b>  <i>Where to Fly in San Diego—The City of a Thousand Plans</i>  <b>THE BEAN SCHOOL OF AVIATION</b>  <i>Offers school instruction in flying, mechanics, and maintenance. (No experience in aviation necessary.) Complete flying and ground course in standard open and closed class.</i></p>	<p><b>CHICAGO</b>  <b>VARNER FLYING SCHOOL</b>  <i>Established since 1913</i>  <b>SAN MATTEO</b>      <b>SAN FRANCISCO</b></p>
<p><b>DETROIT</b>  <b>BEATE AIRPLANE COMPANY, Inc.</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>	<p><b>ILLINOIS</b>  <b>PARTRIDGE, Inc.</b>  <b>Aeronautical Instruction</b>  <i>Base Club of Chicago      Mail Address: 428 S. Michigan Ave.</i></p>
<p><b>MAINE</b>  <b>FLY THEM YOURSELF</b>  <i>Special by the best flying instruction by the best. (No Air Mail fees on instruction.) Boston, Maine, and New York.</i>  <b>TACRIS AIRCRAFT CATALYSE</b>  <i>Flying Field, Chicago Air Race and auto course Chicago 15.</i></p>	<p><b>NEW YORK</b>  <b>MID-WEST AIRWAYS CORP.</b>  <b>MEMPHIS, TENN.</b>  <i>One of the best flying schools in America</i>  <i>Flying instruction for experts at Chicago and Washington Field to Boston State on Fair</i></p>
<p><b>NEW JERSEY</b>  <b>AVIATION ENGINEERING CO.</b>  <i>Expert Power Plant and Airplane</i>  <i>Complete and Advanced Flight Course</i>  <b>1000 N. 10th St.      NEWARK</b>  <b>NEW YORK</b>  <b>NEW YORK</b>  <b>NEW YORK</b></p>	<p><b>NEW YORK</b>  <b>DAYTON, OHIO</b>  <i>Republic, Standard, Stage and Field - Mile from Dayton with</i>  <b>JOHNSON AIRPLANE &amp; SUPPLY CO.</b></p>
<p><b>NEW YORK</b>  <b>THE SKYLINE CORPORATION</b>  <b>1000 N. 10th St.      NEWARK</b>  <b>NEW YORK</b>  <b>NEW YORK</b>  <b>NEW YORK</b></p>	<p><b>NEW YORK</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b></p>

<p><b>NEW YORK</b>  <b>NICHOLAS AIRPLANE CO.</b>  <b>LEARN TO FLY WITH US</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>	<p><b>NEW YORK</b>  <b>ROBERTSON AIRCRAFT CORPORATION</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>
<p><b>NEW YORK</b>  <b>CHANDLER-ROWE AIRCRAFT CORP.</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>	<p><b>NEW YORK</b>  <b>PORT WASHINGTON, LONG ISLAND</b>  <b>FLYING BOAT SCHOOL</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>
<p><b>NEW YORK</b>  <b>ALBION CLEVELAND</b>  <i>Complete instruction in flying school</i>  <b>2816 Broadway</b>      <b>Chicago</b></p>	<p><b>NEW YORK</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b></p>
<p><b>NEW YORK</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b></p>	<p><b>NEW YORK</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b>  <b>DAYTON, OHIO</b></p>



# NATIONAL AIR CONGRESS

WICHITA, KANSAS

OCTOBER 10 and 11, 1924

7 events for Commercial Ships of all types  
1 event for Army and Navy entries 1 event for Air Mail Demonstration

**\$10,000.00 in Cash Prizes and Many Beautiful Trophies**

This Air Meet is Educational in its scope and is for the promotion of Aeronautics in general and Commercial Flying in particular.

**EFFICIENCY, ENDURANCE, SPEED and STUNTS**

*Everything in the calendar of Flying will be on at Wichita*

This Air Meet is sanctioned by the N.A.A. and held under auspices of the Wichita Chapter. Entries now open for all events in THE BIGGEST FLYING SHOW of the year in the MIDDLEWEST

Write or wire for List of Events, and Entry blanks to

**HOWARD F. WEHRLE, Room 226 LASSEN HOTEL, WICHITA, KANSAS**



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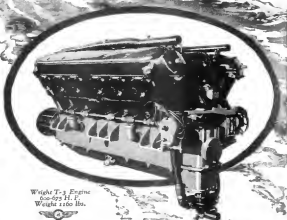
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